

B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS

The Hongkong Telegraph

報新 ESTABLISHED 1881 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 400. 日七十月十年八十二精光

WEDNESDAY, NOVEMBER 26, 1902.

三拜禮 號六廿月一十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO, KÖBE, NEW YORK,
NACASAKI, LONDON, LYONS,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI, PEKING,
TIENTIN, NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" " "

TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital \$10,000,000
Reserve Fund—
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
Reserve Liability of Proprietors \$10,000,000

Court of Directors:
Hon. K. STEWART, Chairman;

A. J. RAYMOND, Esq., Deputy Chairman;
G. Balloch, Esq.; C. Michelau, Esq.;
Hon. C. W. Dickson, D. M. Muses, Esq.;
E. Goetz, Esq.; H. Schubart, Esq.;
G. H. Medhurst, Esq.; N. A. Siebs, Esq.;
H. E. Tomkins, Esq.

Chief Manager:

Hongkong—J. R. M. SMITH.

Manager:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

On FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid-up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq.; C. Ewens, Esq.;

Chow Tung Shang, Esq.; J. Lauts, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

Paid-up Capital Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 1st November, 1902. [17]

Hotels.

THE KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile, Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [17]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

Established 1864.

FOR STEAMERS CAPTAINS TO SAIL REMARKS.

SHANGHAI Masagon G. Phillips, R.N.R. About 29th Nov. Freight only.

YOKOHAMA Bombay H. S. Bradshaw About 2nd Dec. Freight or Passage.

LONDON, &c. Parramatta F. J. Fox Noon, 6th Dec. Freight or Passage.

SHANGHAI Valletta W. B. Palmer, R.N.R. About 6th Dec. Freight or Passage.

SINGAPORE Tienths W. W. Cooke, R.N.R. About 10th Dec. Freight only.

MARSEILLES Sa ngat E. Spicer, R.N.R. Noon, 10th Dec. Freight or Passage.

ANTWERP [See Special Advertisement.]

[See Special Advertisement.]

+ SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

+ PENANG, COLOMBO and BOMBAY.

PASSENGER SEASON 1903.

and LONDON DIRECT " MALTA 6,064 Tons 28th March, 1903.

WITHOUT TRANSHIPMENT [See Special Advertisement.]

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 26th November, 1902. [18]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES.

KIAUTSCHOU WEDNESDAY, 10th December.

BAVARIA WEDNESDAY, 24th December.

KONIG ALBERT WEDNESDAY, 7th January, 1903.

PRINZESS IRENE WEDNESDAY, 21st January, 1903.

DARMSTADT WEDNESDAY, 4th February, 1903.

KARLSRUHE WEDNESDAY, 18th February, 1903.

PREUSSEN WEDNESDAY, 4th March, 1903.

HAMBURG WEDNESDAY, 18th March, 1903.

PRINZ HEINRICH WEDNESDAY, 1st April, 1903.

SACHSEN WEDNESDAY, 15th April, 1903.

KIAUTSCHOU WEDNESDAY, 29th April, 1903.

BAVARIA WEDNESDAY, 13th May, 1903.

KONIG ALBERT WEDNESDAY, 27th May, 1903.

* Steamers of the Hamburg-Amerika Line.

ON WEDNESDAY, the 10th day of December, 1902, at NOON, the Steamship

KIAUTSCHOU, of the HAMBURG-AMERIKA LINIE, Captain Phuneshloss, with

MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at

NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th December, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 9th December, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 9th December.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

N.B.—The above information is subject to alteration.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 26th November, 1902. [19]

MELCHERS & CO., AGENTS.

Hongkong, 26th November, 1902. [19]

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Hongkong, 26th November, 1902. [19]

MELCHERS & CO., AGENTS.

Hongkong, 26th November, 1902. [19]

MELCHERS & CO., AGENTS.

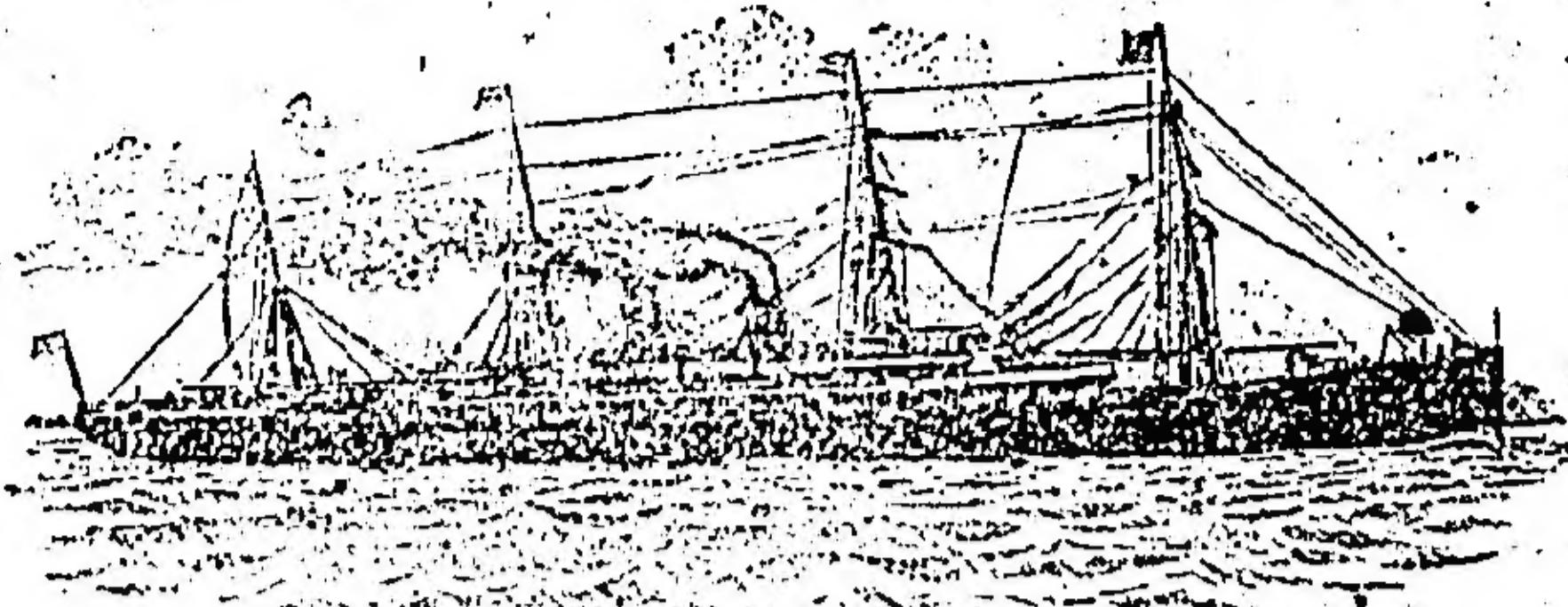
Hongkong, 26th November, 1902. [19]

MELCHERS & CO., AGENTS.

Hongkong, 26th November, 1902. [19]

Falls.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES; MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	FRIDAY, 28th November, at Daylight.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.
"GAELIC"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DOLIC"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 31st February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE C. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 28th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members, of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan:

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

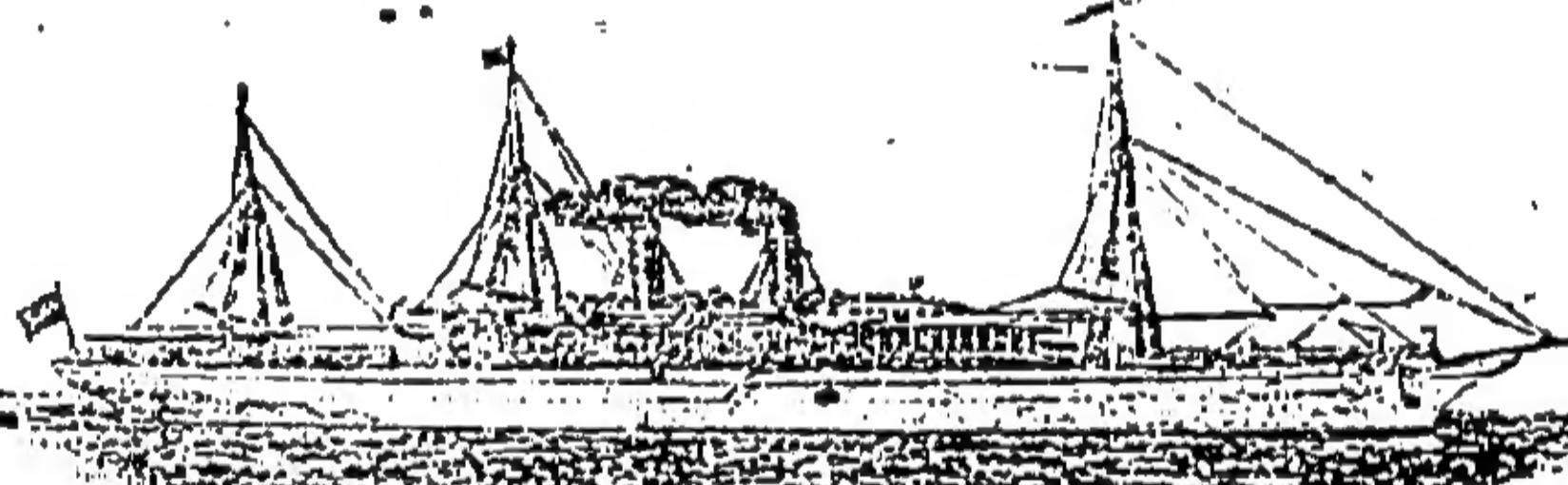
Consular Invoices to accompany each shipment of Cargo or parcel (valued at £100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than £100. U.S. Gold.

For further Information as to Passage, and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd November, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1902

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR	Comdr. E. Beetham, R.N.R., WEDNESDAY, 3rd Dec.
" EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th Dec.
" ATHENIAN	Comdr. H. Mowatt, WEDNESDAY, 31st Dec.
" EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R., WEDNESDAY, 14th Jan.
" EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 11th Feb.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th November, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
MARBURG	HAVRE and HAMBURG.	3rd Dec.	Freight.
Niedermeyer	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	17th Dec.	Freight.
March	(Calling at SINGAPORE and COLOMBO).		
ALESIA	GENOA and HAMBURG.	31st Dec.	Freight.
Schonfeldt	(Calling at SINGAPORE and PENANG).		
NURNBERG	HAVRE and HAMBURG.	13th Jan.	Freight.
Jahung	(Calling at SINGAPORE and COLOMBO).	1903.	Freight.
SILESIA	HAVRE and HAMBURG.	27th Jan.	Freight.
Bahie	(Calling at SINGAPORE and PENANG).	1903.	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 18th November, 1902.

Intimations.

THE FUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held in the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, Victoria, in the Colonial Hongkong, TO-MORROW, the 27th day of November, 1902, at 12 o'clock, Noon, when the Subjoined Special Resolution which was passed at the Extraordinary General Meeting held on the 11th day of November, 1902, will be submitted for confirmation:

- That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$1 each, with the sum of \$10 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$10 each on which the sum of \$10 each has been paid up, and that one New Share of \$1, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that thereupon the said old shares be cancelled.
- That of the remaining \$1 payable in respect of each of the New Shares, the sum of 50 cents be paid on the surrender of the old share, and that the remainder be called up (if necessary) and paid at such times and in such instalments as the Board may determine.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary,
Hongkong, 1st November, 1902. [1299d]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY MEETING of the MEMBERS of the above Club will be held at the GRAND STAND, Race Course Enclosure, at 5 P.M., on FRIDAY, the 28th instant.

BUSINESS.—To pass the Programme of the Race Meeting to be held in February next.

By Order,
J. GRANT,
Secretary,
Hongkong, 20th November, 1902. [1250d]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of A year the 1902 at the RATE OF FIFTY CENTS per Share (or FIVE PER CENT on the Capital of the Company) will be PAYABLE AT THE HONGKONG AND SHANGHAI BANK, HONGKONG, on and after SATURDAY, the 29th instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be PAYABLE AT THE HONGKONG AND SHANGHAI BANK, SHANGHAI, on Presentation of Warrants there, on and after the same Date.

The REGISTER of SHARES will be CLOSED from MONDAY, the 24th instant, until TUESDAY, the 2nd December, both Days inclusive, during which Period NO Transfer of Shares will be registered.

By Order,

A. H. MANSELL,
Secretary,
Hongkong, 17th November, 1902. [1229d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held in the CITY HALL, Queen's Road, Hongkong, at 11 o'clock A.M., on MONDAY, the 8th December, 1902, for the purpose of discussing and, if thought fit, of approving the Directors' Proposals for Construction of a New Dock as contained in the Circular to Shareholders dated the 22nd September, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from 9 A.M. to 1 P.M. inclusive on the 8th December.

By Order of the Board,

GEO. A. CALDWELL,
Acting Secretary,
Hongkong, 25th November, 1902. [1286d]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWER, 2, Lower Albert Road, Hongkong, on MONDAY, the 8th day of December, 1902, at 3 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th November to the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors,

S. A. SETH,
Secretary,
Hongkong, 19th November, 1902. [1243d]

ST. ANDREW'S BALL, 1902.

NOTICE.

A S so Scotsman can attend the Ball on 28th instant, but as a Subscriber, the Names of intending Subscribers (Naval and Military included) should be sent to the Undersigned as early as possible. To prevent inconvenience to gentlemen attending the Ball they are specially reminded that the Invitation card counterfoil WILL BE COLLECTED ON ENTERING THE HALL.

DAVID WOOD,
Hon. Secretary.

Hongkong, 24th November, 1902. [1277d]

NOTICE :

WE, THE BAN AN STEAMSHIP CO., LIMITED, of Victoria, Hongkong, hereby give Notice that in consequence of change of owners, we have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "ESMERALDA" of Hongkong, Official Number 95,859, of Gross Tonnage 1,495 tons, Register Tonnage 965 tons, heretofore owned by The China and Manilla Steamship Company Limited for Permission to change her name to "AN PHO" and to have her registered in the New Name at the Port of Hongkong as owned by The Ban An Steamship Company Limited.

Any Objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong, within 7 days from the Appearance of this Advertisement.

Dated at Victoria, Hongkong, the 20th day of November, 1902.

PRICE: 50 cents, cash.

Apply to the

HONGKONG TELEGRAPH
OFFICE

1, ICE HOUSE ROAD.

Hongkong, 1st October, 1902. [1260d]

Intimations.

HONGKONG REGATTA.

ENTRIES for the FORTHCOMING REGATTA will be CLOSED on SATURDAY, the 29th instant, at 7 P.M. sharp.
Entries for the Light Gigs, Men-of-War Cutters, Gigs and Whalers will be post Entries.
FRANK W. WHITE,
Hon. Secretary, V.R.C.
C. M. CALE,
Hon. Secretary, H.C.B.C.
Hongkong, 1st November, 1902. [1279d]

SERIOUS FIRE AT SHANGHAI.

DEFECTIVE FIRE DEPARTMENT.

On the 20th inst. a large fire broke out in the new red brick building owned by the Imperial Chinese Railway Administrations behind the Chinese Telegraph Company's premises, and abutting on the Szechuen and Foochow Roads. The whole of the top and second storeys were completely gutted and it was some time ere the firemen were able to obtain a mastery over the flames. They had to obtain the service of the fire float and an engine owing to the height of the buildings, but the flames were fortunately confined to the one building and at 4 p.m. all danger of spreading had been overcome. In connection with the fire we learn from the *China Gazette* that, "it was indeed a sorry and significant exhibition of the obsolete nature of our fire-fighting resources, though Mr. Wood, the Waterworks Engineer, assured us positively that the Water Tower was quite full of water, in which case it is clear that in view of the vast number of new buildings almost twice as high as that attacked to-day, now springing up on all sides, the tower must be raised or some other means devised of meeting the altered conditions which the firemen are to-day called upon to face. If they cannot tackle in more efficient style a three-storey building we wonder what they are to do with the five and six storey blocks, which will be simply death traps, unless more prompt and efficient measures than now apparently exist are devised." The building was insured with the Hongkong Fire and the contents with the Meiji.

LAUNCH OF THE "PALAWAN."

LAST OF PHILIPPINE PATROLS LEAVES THE WAVES.

At Farnham, Boyd & Co.'s Old Dock the last of ten revenue cutters built for the Civil Government of the Philippines was successfully launched on the 18th inst., says the *Shanghai Times*. These boats were built for the purpose of coast and river patrol in the Philippines and were all named after islands of the archipelago. They are 148 feet long over all, 25 feet beam with 13 feet depth of hold. Cost of each was about £15,000. The speed called for in the contract was 10 knots, but they have all shown 12½ knots on trial trips. Five of them have been completed and are now in the islands. These are the *Negros*, *Luzon*, *Poile*, *Mabata* and *Corregidor*. The *Bunga* and *Balabac* will be finished and despatched some time this month, and the *Palawan*, *Tabis*, and *Basalan* will be finished in January. Capt. H. C. Struve formerly commanding the army transport *Hancock* has been overseeing the work on behalf of the Philippine Government and is highly pleased with the boats in every particular.

SHIPPING ON THE YANGTSE.

The following table compiled from the advance copies of reports on, and returns of, Chinese trade for the year 1901 shows that British shipping on the Yangtse, though well ahead of all other nationalities together, does not show quite the same preponderance as in former years:—

Nationality	1899	1900	1901
British per cent	10.3	5.0	5.2
Chinese	75.9	22.7	1.1
Japanese	7.1	8.7	10.0
German	2.6	10.1	17.5
American	1.0	1.1	1.6
Russian	9	0.6	0.6
All others	2.2	1.8	2.0

A SK for ASAHI JAPANESE BEER.—

HANKOW-FOOCHOW RAILWAY.

The *Asahi* reports that negotiations with reference to Japan's demand for a concession to lay a railway from Amoy to Hankow, via Foochow, have been going on successfully of late. In this connection it is also reported by various native papers in Shanghai that a certain Chinese official at Peking is now contemplating laying a railway between Foochow and Hankow of which the capital is to be equally contributed by Chinese, British and Japanese capitalists and a certain Japanese millionaire (Baron Shibusawa), who was lately in London, has settled the question with London capitalists. The capital for this railway is said to be 30,000,000 taels, and British, Japanese and Chinese are to contribute ten millions each, but in case Chinese are not able to contribute their British will take up 20 millions instead. This is one of the outcomes, says the native papers, of the new Anglo-Japanese Alliance and Chinese merchants had better join in the scheme, as, if Chinese will join the same, they may retain an interest therein, but in case they will not join, the profits and advantages will go to both British and Japanese only.

ROYAL PROGRESS THROUGH THE METROPOLIS.

INCIDENTS OF THE DAY.

LONDON, October 25th.

The King and Queen started on their Royal progress toward the City shortly after noon to-morrow in somewhat dull weather. The rain, however, held off, and the temperature was sufficiently mild to make the day enjoyable. Outside Buckingham Palace a great crowd had been waiting for hours, watching the arrivals and departures, and the forming up of the procession. The brilliancy of the latter was greatly detracted from by the fact that all the troops were cloaked. The only touch of colour was from the lance pennants of the Lancers and the brass helmets of the heavy cavalry, while the khaki-painted guns of the artillery and a naval gun of the same hue, added to the general tone of sombreness. The roofs of houses near the Palace and other points of vantage giving a view of the picturesque panorama in Green Park and the historic Mall were filled with spectators, whose cheering announced to the less prominent public the starting of the State carriage with Their Majesties.

The King wore a Field Marshal's uniform, with the cloak thrown back, showing his decorations. The Queen wore a straw-colored tunic, and fur collar and cloak. Both the King and the Queen looked extremely well, and continually bowed their acknowledgments of the warm welcome extended to them. Their Majesties returned to the Palace shortly after 3.30, the pageant and its incidental exercises having occupied about three and a half hours.

No untoward incident occurred during the progress of the Royal procession, and the only unexpected feature was introduced in the circulation of an alarmist report that the Guildhall had taken fire shortly after Their Majesties had resumed their triumphal progress. The Fire Department apparatus was hurried to the scene of supposed danger, but investigation disclosed that the fire was in the dome of the building where the luncheon was held. The firemen easily subdued the flames.

Several firemen expressed the belief that the fire was smouldering while the King was actually at luncheon. The fire is said to have been caused by a fused wire.

A SK for ASAHI JAPANESE BEER.—

G. Girault.

ages quickly and avoid keeping His Majesty waiting. Several of the princesses were rather unceremoniously deposited on the sidewalk, where they tried to throw their wraps into carriages, which were being hustled off down a narrow street, and a confused mass of princesses, ladies-in-waiting and such generals as had time to dismount, gathered under the canopied entrance.

The procession then started off down a long picturesquely row of "Reefers."

In the great hall the seven hundred persons waiting about the luncheon tables cheered as the King came in. His Majesty accepted the Corporation's address, and then the members of the Royal Family sat down and the luncheon commenced.

The most interesting feature of the Royal progress up to this point was the King's reply to the address of the London County Council in Trafalgar Square. The Boer generals, occupied seats in the centre of the County Council stand, immediately facing the King.

His MAJESTY'S REPLY
was clearly audible to all in the vicinity. He said:

"It gives me much pleasure both to myself and the Queen to receive in person—the loyal and dutiful address of the centre of municipal authority, on the occasion of our progress throughout the Capital of the Empire, and to receive the greetings of our people on our Coronation. Your confidence that my favour will be extended to every measure calculated to ameliorate the conditions of my subjects is well founded, and of the numerous important questions which come under your consideration, none appeal more strongly to my interest and sympathy than those directly touching the welfare of the poorer classes in this and other great cities. I thank you for your good wishes for myself and my house. I cordially share your aspiration that it may be granted me by the same Divine Providence which preserved my life from imminent danger to reign over my firmly-established and peaceful Empire, and in the loyal hearts of my contented and prosperous people."

After luncheon the Common Crier called for

A TOAST
to His Majesty the King, and Madame Albani, stationed in one of the galleries, sang the National Anthem, in which the whole company joined.

After other formal toasts, the party left the hall, the procession reformed and it restarted on its progress across the river. The pageant traversed several miles of streets on the Surrey side of the River Thames. There was no special incident, though the heartiness of the welcome far transcended anything heard in the more aristocratic portions of the route. Their Majesties returned to the Palace shortly after 3.30, the pageant and its incidental exercises having occupied about three and a half hours.

No untoward incident occurred during the progress of the Royal procession, and the only unexpected feature was introduced in the circulation of an alarmist report that the Guildhall had taken fire shortly after Their Majesties had resumed their triumphal progress. The Fire Department apparatus was hurried to the scene of supposed danger, but investigation disclosed that the fire was in the dome of the building where the luncheon was held. The firemen easily subdued the flames.

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A SK for ASAHI JAPANESE BEER.—

G. Girault.

Intimations.

THE NEW FRENCH REMEDY
TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Alfred Kastan, Robert Volpert and others, combines all the desiderata to be sought in a medicine of the king, and surpasses everything hitherto employed.

THERAPION N° 1 markedly shortens, often a few days only, removals and discharge from convalescent hospitals.

It cures many diseases, especially supereruptive infections, rheumatism, neuralgia, gout, rheumatism, sciatica, stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and rheumatism, it is trying complaints of this kind, it will be found to be a valuable and effective remedy.

It is a powerful purgative, and in cases of constipation, relieves the bowels.

Wherever well-tried remedies have been powerless,

THERAPION N° 2

markedly shortens, often a few days only, removals and discharge from convalescent hospitals.

It cures many diseases, especially supereruptive infections, rheumatism, neuralgia, gout, rheumatism, sciatica, stricture and other serious diseases. In dysentery, piles,

irritation of the lower bowel, cough, bronchitis, asthma, and rheumatism, it is trying complaints of this kind, it will be found to be a valuable and effective remedy.

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THERAPION N° 3

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THERAPION N° 4

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irritation of the lower bowel, cough, bronchitis, asthma, and rheumatism, it is trying complaints of this kind, it will be found to be a valuable and effective remedy.

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THERAPION N° 5

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THERAPION N° 8

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Wherever well-tried remedies have been powerless,

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Wherever well-tried remedies have been powerless,

THERAPION N° 12

Intimations.



**A. S. WATSON
AND CO., LTD.**

ESTABLISHED A.D. 1841

WINE AND SPIRIT MERCHANTS.

BRANDY.

	Per case of 1 dozen.	Per bottle.
A.—HENNESSY'S OLD PALE		
RED CAPSULE	... \$18.00	\$1.50
B.—SUPERIOR VERY OLD		
COGNAC, RED CAPSULE	... 24.00	2.00
C.—VERY OLD LIQUEUR		
COGNAC	... 30.00	2.50
D.—HENNESSY'S FINEST		
VERY OLD LIQUEUR		
COGNAC, 1872 VINTAGE,		
RED CAPSULE	... 36.00	3.00

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

**A. S. WATSON & Co.,
LIMITED,**

*The Hongkong Dispensary.*TELEPHONE NO. 255.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE (7TH EDITION).

ESTABLISHED 1859

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS.ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**
DEVELOPING AND PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[72d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per cask of 375 lbs. Netex Factory.
\$3.00 per bag of 250 lbs.
SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 15th March, 1902.

[19]

CHS. J. GAUPP & CO.
CHRONOMETRE, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Adelair's Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MAKING GLASSES, and SPYGLASSES.

[19]

OTTAM & CO. FOR TRESS'S STRAW
and FELT HATS.OTTAM & CO. FOR GRENTE'S BATH
GING GEAR.

OTTAM & CO. FOR SUN HATS.

OTTAM & CO. FOR SUMMER
UNDERWEAR.

OTTAM & CO. FOR CLOTHING.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with "Der Ostasiatische Lloyd.")

Shameful Accusations.

DENOUNCED BY GERMAN PRESS.

BERLIN, Nov. 25th, 11.10 p.m.

The who's of the German press condemn the shameful and calumnious accusations of the Social Democratic paper *Vorwärts* against the late Eric rich Krupp, which are stated to have been the cause of his death through heart disease. The German press are unanimously in praise of Krupp's humanity. The Crown Advocate has taken action against the *Vorwärts*. There is universal mourning throughout Germany, and enormous demonstrations are being prepared for the funeral at which Emperor William will be present in person.

(Reuter.)

Great Britain and Venezuela.

LONDON, November 24th.

Great Britain is pressing several long standing claims against Venezuela, and it is understood that she has given Venezuela a limited time to comply.

President Roosevelt and Trusts.

President Roosevelt, in a speech at Philadelphia, said that the United States had to deal with many serious industrial questions, including Trusts, but that she had the power, and would find a way, to solve them.

LATER.

The Flag at the Tongshan Mines.
Reuter's Peking correspondent wires that the Chinese having hoisted their flag over the Tongshan Coal-mines, Sir Ernest Satow proceeded thither and instructed the British commander to replace it by the British flag, which was done, the Chinese not resisting.

Mayors Honoured.

His Majesty the King has conferred titles on the Lord Mayor of London, and also on the Mayors of Melbourne and Sydney.

THE DAIRY FARM COMPANY, LIMITED.

The following is the report for presentation to Shareholders at the Sixth Ordinary Yearly Meeting, to be held at the Company's Depot, Wyndham Street, on Monday, the 8th December, at 3 p.m.—

The Directors herewith present to the Shareholders a Statement of the Company's Accounts for the year ended 31st July, 1902.

The profit for the year (including \$3,914.97 brought forward from last account), after writing off \$6,064.32 for depreciation, providing for bad debts, and Directors' and Auditor's fees, amounts to \$15,192.68, from which it is proposed to pay a dividend of Seventy-five cents per share, absorbing \$7,500; to transfer to Reserve \$5,000 and carry forward \$2,692.68.

The Directors regret to have to report that the late Secretary absconded early in October but with funds belonging to the Company.

Directors.—Dr. Noble and Mr. Hinds retire by rotation, and being eligible offer themselves for re-election.

Auditor.—Mr. F. Henderson having resigned, Mr. W. Hutton Potts has audited the accounts in his stead, and now offers himself for election at this meeting.

F. MAI-LAND, Chairman.

Balance Sheet, 31st July, 1902.

LIABILITIES.

To Capital, 10,000 shares	\$ 10,000.00
at \$2.50 each	... \$ 25,000.00
Less not called up,	
\$ 1.50 per share	1,500.00
	\$ 20,500.00
Reserve Fund	13,000.00
Accounts Payable	9,480.79
Dividend Un-collected	310.62
Treasury and Loss	15,192.68
	\$ 7,984.14
ASSETS:	
By Cattle	\$ 42,184.95
Less written off	7,184.95
	\$ 40,000.00
Property—Farm Lots	18,19,25 and 38—12,000.00
Buildings	16,779.37
Less written off	4,779.37
	\$ 12,000.00
Town Depôt	9,000.00
Furniture	287.00
Stores and Utensils	1,296.21
Cash on hand	392.08
Amount invested on Mortgage	12,000.00
Accounts Receivable	9,808.85
Fodder on hand	1,200.00
	\$ 97,984.14

Profit and Loss Account.

To written off Cattle.....\$ 2,184.95

Buildings.....4,779.37

Less written off.....5,664.32

Bad Debts.....200.00

Directors' and Auditor's Fees.....1,550.00

R. P. Moffit (Misappropriated Funds)

Balance.....5,735.26

Less written off.....15,192.68

\$ 29,612.26

By Balance from last year \$24,414.97
Less Dividend \$12,500.00
Reserve.....8,000.00 20,500.00
Fund... \$3,914.97

By Transfer Fees.....15.00
Interest.....873.40
Balance of Working Account.....24,838.89
\$29,612.26

S. A. SETH,
Secretary.

I have compared the above statement with the books and Vouchers of the Company, and have found the same in accordance with W. HUTTON POTTS,
Auditor.
Hongkong, 25th November, 1902.

ROYAL SIAMESE YACHT

AT HONGKONG.

It is not every day that the white elephant on a field of red, the flag of Siam, is to be seen floating in Hongkong harbour and it was with considerable interest that people observed His Majesty Chulalongkorn's yacht steam into Hongkong harbour through the Green Island pass at about half past eight this morning. She is a fine looking steamer, painted white, with two funnels, and upper-deck of the same colour. Her two masts are fitted with fighting tops, and the armament consists of ten 6 pdr quick firing guns, and four 4.7 in. guns on the spar deck, a fore and aft hurricane deck makes a splendid promenade, and a companion from the cool spar deck leads to the luxuriously spacious saloon and cabins below.

The *Maha Chakri*, for that is her name, is a vessel of some 2,500 tons displacement, is fitted with twin screws, triple expansion engines, can steam seventeen to eighteen knots and is commanded by Capt. C. Trull. Her length is 200 ft by 30 ft 4 in. beam. She left Bangkok on the 19th and has been considerably retarded in her passage by the moderate to fresh North East Monsoon. Her present mission is to meet the Crown Prince of Siam, who is returning from the Coronation in America and the Pacific, at Yokohama and convey him home. Several

Siamese gentlemen are aboard the vessel, the most prominent being Phya Visuth, formerly

Siamese minister at London and now chief of the educational department. He is a son of Prince Prich.

Mr. H. N. Mo y, Consul for Siam, visited the yacht during the forenoon and was received with a guard of honour. She is to take in coal and provisions at Hongkong and leaves for Yokohama on Saturday.

THE LATE VICEROY TAO MU.

REMAINS AT HONGKONG.

The China Merchants' steamer *Hsin Fung* arrived in the harbour yesterday afternoon with the remains of the late Viceroy Tao Mu on board. She was accompanied by the Chinese cruiser *Fu Poh*, under the command of Admiral Le Bou. Several prominent Chinese gentlemen of the Colony, having official degree, called on board ship this morning and, according to Chinese custom, paid their last homage to the deceased. The late Viceroy's family, numbering in all fifteen persons, are on board, as well as several petty mandarins. The *Hsin Fung* leaves this evening for Shanghai where the remains will be transferred to a river boat, and conveyed to Wuhan.

FACILITATING TRADE AT CANTON.

ENTERPRISING H.K.C.M.S.P.CO.

According to news from Canton, he wharf previously occupied by the *Chu Kong* has been sold to the Hongkong, Canton and Macao Steamship Company. The previous owners at one time had a very heavy debt to the Authorities, and it is presumed it was sold for this reason. It is the intention of the purchasers to have their West River steamer, the *Saium* (Capt. Dixon) and *Nanning* (Capt. Thomas) use this wharf for landing the increasing cargo of cattle then bring down from the West River for Manila. Previously they had to anchor in midstream, and discharge the cattle into very inconvenient car or boats. It is also proposed, if satisfactory arrangements can be made with the Harbour Authorities, to extend this wharf to the *Fu Shin* wharf, which is now used by the Company's big steamers *Futshim* and *Powai*, and if such arrangements can be made it will greatly facilitate transhipment.

SWATOW NOTES.

(From Our Own Correspondent.)

THE NATIVE QUESTION.

SWATOW, 21st November. The native situation is greatly improved owing to a considerable fall in the price of rice, due to heavy importation from Shanghai and Yangtze ports. The second local crop from the fields situated on the river banks is now ripe and altogether we now have some 300,000 piculs of rice in Swatow.

NATIVE CHIOTS TROUBLESOME.

Taotai Ting Po-chuen has proclaimed that native Christians must remember they are still Chinese subjects and under Chinese authority; therefore their complaints must be tendered to the local officials instead of their seeking aid from missionaries to assist them with their lawsuits. Missionaries on their part are to refrain from sending despatches to the magistrates.

GAMBLING.

Gambling in Chiu Yung district has been having such an immoral influence on the people that the magistrate has prohibited it. The allegation, however, is being paid to the order, and although runners are frequently sent out no raids have occurred or arrests been accomplished.

ASK for ASAHI JAPANESE BEER—G. Girault.

"KELANTAN"—"PHRA CHOM KLAO" DISASTER.

FULL PARTICULARS.

It first became generally known, through the medium of this journal, that a collision had occurred between the *Kelantan* and the *Phra Chom Kla* and that the *Kelantan* was sunk. We are now able to give full details of the disaster.

It appears that shortly after noon on the 12th inst., at the entrance to Bangkok, between the red light ship and the black buoy, the inward bound *Kelantan* collided with the outgoing *Phra Chom Kla*. Eye-witnesses of the collision state that both vessels were proceeding full speed until immediately prior to the impact, when both seemed to reverse their engines, but a long way too late to avert the disaster which followed. With full way on, the vessels crashed together, the bow of the *Phra Chom Kla* smashing through the *Kelantan*, causing a huge hole to be rent almost down to the keel on the starboard side of the latter vessel, bending her own stem and also making a hole under her own water line forward. The water rushed into the *Kelantan's* hold and engine room, these being almost instantaneously flooded. In less than three minutes after getting free from the *Phra Chom Kla* and less than five minutes from the first shock of contact, the *Kelantan* settled down astern and became a total wreck with only her forward half remaining clear of the water. The *Phra Chom Kla* by means of her water-tight compartment succeeded in remaining afloat and returned to Bangkok. A marvellous feature of the accident is that no passenger or member of either of the crews was lost or sustained injury.

The *Kelantan* was purchased three years ago by the Norddeutscher Lloyd from the "Blue Funnel" fleet, her name then being the *Medusa*. She is commanded by Captain Littmann, while the other vessel was in charge of Captain Brunn. Neither of the ships had a pilot on the bridge. The *Kelantan* had no cargo, being simply in ballast, but the *Phra Chom Kla* was loaded with rice and sundries for Hongkong. None of her cargo was damaged though water leaked into her through a hole near her stem. The rail round the stern of the *Kelantan* is clear of the water, and, as there is little danger, the crew are remaining on board. The European officers are the only ones who have suffered inconvenience. They are now quartered on the bridge deck, but all their stores, and clothing are under water, and supplies have had to be taken to them from Bangkok. As the wreck is on the western edge of what is known as "Deep Hole" it is not in the direct track of incoming or outgoing vessels and is, therefore, no obstruction to free entry to the river.

The Norddeutscher Lloyd are having a bad time with their Orient fleet. No less than three vessels, the *Phra Nang*, *Kelantan* and *Phra Chom Kla*, of the Bangkok run are disabled and it is the rice season when freight is plentiful.

ANOTHER MONSTER SHIP.

COMING TO HONGKONG.

According to the *Tacoma Ledger* the *Tremont*, sister ship of the *Sharawati*, which recently arrived in Hongkong, is the fifth and last of the fleet of green ships newly entered in the Oriental trade by the Boston Steamship company and making Tacoma the home port. She was built this year by the Maryland Steel works at Sparrow Point, Md., and was launched early in July, sailing from New York on the 31st of that month. Her extreme length is 505 feet, beam 58 feet, with 42 feet depth of hold. She has a dead weight carrying capacity of 14,000 tons, with a gross tonnage of 9,600, and net tonnage of 6,197.

She is perfectly equipped in every respect for handling immense quantities of freight easily and expeditiously. Six derrick masts and nearly a dozen steam winches are a part of the freight handling facilities. She has twin screw propellers with two immense triple expansion engines. Her officers' cabins are fitted up with a degree of luxury seldom found on a freighter, while the crew's quarters are unusually comfortable. The whole ship is fitted with perfect heating, ventilation and sanitary arrangements. In general, her equipment, as well as build, is a duplicate of the *Sharawati* except that the fittings and finishings are even better in some degree.

SHIP AND CARGO VALUED AT £60,000.

The *Tremont* and her coal cargo were valued

THE WRECK OF THE "VENTNOR."

BOUND FOR HONGKONG.

FULL PARTICULARS.

Not long since the *Hongkong Telegraph* published a brief account of the Foundering of the *Ventnor*, while on a voyage from Wellington (N.Z.) to Hongkong. Australian papers to hand contain full details of the wreck from which we gather that the steamer had been chartered to take a cargo of coal to Hongkong for the use of the British squadron in China waters, space also being fitted on board for close upon 300 coffins containing the remains of dead Chinese from various parts of New Zealand. A collection of the remains is made every few years by the Chinese Society in New Zealand, and they are sent away by special steamer to be re-interred in the Flinders Land, all the expenses in connection with the export of the gruesome cargo being paid by the society mentioned. The coal cargo on board amounted to 5,347 tons of Westport coal. Part was loaded at Westport and the balance at Wellington. This coal is in demand by the Navy, owing to its splendid steaming qualities, and large consignments are sent periodically to the East.

On the 27th ult., at 12.40 a.m., the vessel struck the rocks southward of Cape Egmont, New Zealand. In a short time the captain managed to get her off, and proceeded on his journey, but the water gained in No. 1 hold till the 28th, when the ballast tanks were full of water, and the steamer was going down by the head. On that evening she became unmanageable, gradually sinking, until, about 9 p.m., she was going down fast. All hands were then ordered to the boats, and had barely time to get clear before the *Ventnor* sank. Two boats, containing the chief officer, Mr. Cameron, and the second and third engineers, with 14 of the crew, landed at Omahere Beach at daylight on the 29th. The steamer *Energy* rescued the *Ventnor's* third boat, containing 10 men, six of whom were dead. The *Energy* took the crew to the *Ventnor*, which had been hoisted into the *Energy's* boat, and the crew were then taken to the *Energy*.

The *Ventnor* had been connected with the Eastern trade for some time, and before leaving New Zealand he was presented with a dragon flag by the Chinese, and he had permission from the Choy Shin Tong Society to fly the flag while in Chinese waters, this being looked upon as a distinguishing honour. A leading Chinese merchant in New Zealand, Mr. Kum Bay See Iloy, a member of the Shin Tong Society, was a prominent figure in connection with the shipping of the coffins, and it is stated that the remains of his father went down with the ship by the *Ventnor*. The agent states that permission had been received from Hongkong to land the remains there. This permission was received before anything was done in the way of making arrangements for the shipment by the *Ventnor*.

The agents state that the *Ventnor* was comparatively speaking a new ship, and had been specially chartered in view of her adaptability for the coal trade. She was a good carrier, remarked Mr. Feil, and also steamed well. She was a sister-ship to the steamer *Lincolnshire*, which had on several occasions voyaged to Sydney, and which is, in fact, at present loading sugar at Java for Australia, under the auspices of the Commonwealth Line. She was a steel screw steamer of 3,600 tons gross, and 2,87 tons net, and was launched in February of last year from the shipbuilding yard of Messrs Russell & Co., being owned by the *Ventnor* S.S. Company, Messrs. Gow, Harrison, and

Shipping—Steamers.

Hongkong-Manila



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUMI.....	2540	W. Lawson	MANILA (DIRECT)...	3rd Dec., at Noon.
ZAFIRO.....	2540	R. Rodger	Do.	10th Dec., at Noon.
PERLA.....	1980	J. McGinty	Do.	—
DIAMANTE.....	1980	A. H. Notley	Do.	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th November, 1902.

Shipping.

STEAMERS.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE.)

(Taking Cargo at through Rates to the PERSIAN GULF, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship.

"TIROL."

Captain Breitfeld, will be despatched as above TO-MORROW, the 27th instant, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.

Princes' Buildings, Hongkong, 19th November, 1902.

[1160d]

NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA.

THE Company's Japanese Mail Steamship,

"KASUGA MARU,"

4,000 Tons, Captain Hector Fraser, will be despatched for the above Port TO-MORROW, the 27th instant, at 4 P.M.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 5th November, 1902.

[1177d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAVERN."

Captain H. Bleeker, due here with the outward German Mail about THURSDAY, A.M., the 27th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 24th November, 1902.

[1161d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Schmitz, will be despatched for the above Ports on or about MONDAY, the 1st December.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 24th November, 1902.

[1160d]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH & LONDON.

THE Steamship

"MONMOUTHSHIRE."

Captain H. Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant, will be subject to rent.

No Fire Insurance has been effected.

E. W. TILDEN, Agent.

Hongkong, 21st November, 1902.

[1162d]

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK & LONDON.

THE Steamship

"MONMOUTHSHIRE."

Captain H. Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 21st November, 1902.

[1163d]

CONSIGNEES NOTICE.

S.S. "SALAMANCA" FROM BANGKOK.

CONSIGNEES of 100 Bags of Rice marked

E. F. PUNTARENAS

No. 1/102 shipped by E. FORNOUS, are hereby notified that same have been landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

BRADLEY & CO., Agents.

Hongkong, 21st November, 1902.

[1164d]

NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENNOGLE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 24th November, 1902.

[1164d]

NOTICE.

CONSIGNEES of Cargo per Steamship

"KENNEBEC."

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or Loading of the Vessel will be landed and stored at Consignee's expense.

No Fire Insurance will be effected by us in any case whatever.

STANDARD OIL CO. OF NEW YORK, Oriental Shipping Department.

Agents.

Hongkong, 24th November, 1902.

[1165d]

NOTICE.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Persons of Convalescent condition should take three drams of this mixture three times daily.

It is sufficient to effect permanent cure in the majority of long-standing cases.

As this mixture is pleasant to the taste, and remains free from irritation, it may be taken in any quantity.

It removes the cause from the Blood and Bones.

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Shipping.

Arrivals.

LAISANG, British steamer, 2,225 E. J. Tadd, 25th Nov.—Singapore 10th Nov., General—Jardine, Matheson & Co.
FRITHJOF, Norwegian steamer, 80t, Haraldsen, 25th Nov.—Chefoo 10th Nov., Beans—A. R. Marti.
BLENHEIM, British cruiser, 9,000, Stopford, 25th Nov.—from Mire Bay.
D'ENTRECASTEAUX, French cruiser, 8,000 D. du Four, 26th Nov.—from Tonkin.
MAHA CHAKRARI, Siamese cruiser, 3,000, Trile, 26th Nov.—Hongkong 10th Nov.
KUMANO MARU, Japanese steamer, 3,471 E. W. Haswell, 26th Nov.—Australia 28th Oct., General—Nippon Yusen Kaisha.
KONG BENG, German steamer, 362 L. Ziegeln, 26th Nov.—Hongkong 18th Nov., Rice and Kice-mei—Butterfield & Swire.
HAICHING, British steamer, 1,267 A. E. Hodges, 26th Nov.—Foochow 23rd Nov., Amoy 24th, and Swatow 25th, General—Douglas, Lapraik & Co.
DAIGI MARU, Japanese steamer, 846 T. W. Groves, 26th Nov.—Tamsui via Amoy and Swatow 23rd Nov., Gen.-ral—Mitui Busan Kaisha.
TAISANG, British steamer, 1,544 R. D. Bradley, 26th Nov.—Canton 25th Nov., General—Jardine, Matheson & Co.
ELITA NOSSACK, German steamer, 1,161 H. Bruhn, 26th Nov.—Canton 25th Nov., General—E. A. Trading Co.
HEINRICH MENZELI, German steamer, 989, W. Wiese, 26th Nov.—Canton 25th Nov., General—E. A. Trading Co.

Departures.

Nov. 26, Gern, German str., for Europe.
Nov. 26, Chiyo Maru, Jap. str., for Chefoo.
Nov. 26, Labor, Norwegian str., for Canton.
Nov. 26, Huie, French str., for Kwong-chow-wan.
Nov. 26, Suising, Brit-i-h str., for Calcutta.
Nov. 26, Horden Knight, British str., for S'pore.
Nov. 26, Koh Ila Maru, Jap. str., for Manila.
Nov. 26, Zogra, British str., for Manila.
Nov. 26, Sungking, British str., for Manila.
Nov. 26, Halloway, British str., for Swatow.
Nov. 26, Hsin-fu, Chinese str., for Shanghai.
Nov. 26, Amige, German str., for Saigon.

Passengers—Arrived.

Per *Laiyan*, from Singapore—Messrs. G. F. Taylor, K. G. Tuan, J. Kelly, H. A. Geisen-darff, Sim Bad Sang, and 1,317 Chinese.
Per *Taiching*, from Coast Ports—Mr. and Mrs. Turner, Mrs. C. Parkinson, Messrs. A. E. Marshall, Jamieson, Steetin, C. Wessel and child, Miss Bangal, Messrs. F. d'Alurieda, Kim Hong Jon, and 71 Chinese.
Per *Zafira*, from Manila—Mrs. A. E. Graham, Mrs. M. Moran, Mrs. C. E. Le Munyon, Messrs. Basil Taylor, H. Strong, Misses Ward, Gertsch, Mr. and Mrs. M. H. Samson, Misses L. Samson, S. Samson, Messrs. J. Coulon, D. Clark-Chas. Dellone, Lay Liang, Yap Bing, Mrs. Carrs, Mess. S. Chan-Gung, Sun Kit, Chan Chin, Li Cho Sich and Miss A. Cruz.
Per *Kumano Maru*, from Australian Ports for Hongkong—Miss Linwood, Mr. G. Compe, Mrs. S. G. Anisworth, Rev. Andrew Reid, Miss Normic, Miss Worts, Mrs. J. Prentice, Miss E. Prentice, Mr. W. D. Graham, Mr. and Mrs. W. Jackson and child, Mr. P. Aboytiz, Misses Gertrudes Emiguel, Mercedes Del Rosario, Messrs. Germonio Medina, W. Delmer, 2 Japanese in Siam, and 78 Chinese. For Nagasaki—5 Japanese. For Keib—15 Japs. For Yokohama—Messrs. H. Percival, J. Wilshire, R. C. Wilsheire, Weller, Schiveder, J. Loyzaga, N. Igarashi, Dr. T. Takahashi, Mr. Y. Sato, Mrs. G. Dada, Mr. J. M. Knapp, 1 European and 1 Japanese.
Departed.

Per *Gern*, from Hongkong for Singapore—Mr. R. D. Kimmund, For Colombo—Messrs. G. Douglas, Ashbury, Thomas, Priestman, B. A. Gould, and Mr. and Mrs. C. Staley. For Naples—Messrs. H. T. Swain and L. H. Rockwell. For Genoa—Dr. Kerr, Messrs. J. de Comminali and J. Ezekiel. For Antwerp—Mr. S. L. Jensen. For Bremen—Mr. N. Petersen.

Post Office.

A Mail will close:
For Canton—Per *Hankow*, to-morrow, the 27th instant, at 7:30 A.M.

For Bangkok—Per *Loosat*, to-morrow, the 27th instant, at 9 A.M.

For Singapore and Bombay—Per *Tiro*, to-morrow, the 27th instant, at P.M.

For Macao—Per *Hungshu*, to-morrow the 27th instant, at 1:15 P.M.

For Shanghai, Chinkiang, and Wuhu—Per *Elita Nossack*, to-morrow, the 27th instant, at 2 P.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kusaga Maru*, to-morrow, the 27th instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Hamidhi and San Francisco—Per *Coptie*, to-morrow, the 27th instant, at 4 P.M.

For Canton—Per *Pearau*, to-morrow, the 27th instant, at 5 P.M.

For Swatow, Amoy, and Foochow—Per *Hutching*, to-morrow, the 27th instant, at 5 P.M.

For Swatow, Singapore and Bangkok—Per *Pitcairn*, on Friday, the 28th inst., at 9 A.M.

For Moji—Per *Nikko Maru*, on Friday, the 28th instant, at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Kumano Maru*, on Friday, the 28th instant, at 11 A.M.

For Singapore, Penang and Colombo—Per *Wakata Maru*, on Friday, the 28th instant, at 11 A.M.

For Singapore, Sourabaya and Samarang—Per *Kutsing*, on Saturday, the 29th instant, at 11 A.M.

For Shanghai—Per *Shansi*, on Saturday, the 29th instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per *Sydney*, on Monday, the 1st Dec., at 11 A.M.

For Shanghai—Per *Tientin*, on Monday, the 1st Dec., at 4 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Iyo Maru*, on Tuesday, the 2nd Dec., at 3 P.M.

For Shanghai—Per *Foochow*, on Tuesday, the 2nd Dec., at 4 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 3rd Dec., at 11 A.M.

For Manila—Per *Rubi*, on Wednesday, the 3rd Dec., at 11 A.M.

For Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chingsha*, on Friday, the 5th Dec., at 3 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenogle*, on Saturday, the 6th Dec., at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Parramatta*, on Saturday, the 6th Dec., at 11 A.M.

For Singapore—Per *Shanghai*, on Wednesday, the 10th Dec., at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Kiautschou*, on Wednesday, the 10th Dec., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Empress of Japan*, on Wednesday, the 17th Dec., at 11 A.M.

LACHANGE.

Hongkong, 26th November.

ON LONDON, Telegraphic Transfer, 1/6 13/16
Bank Bills, on demand 1/6
" Credit, 4 months' sight 1/7
" " 6 months' sight 1/7
ON BERLIN, (demand) 1/6 1/6
ON PARIS, Bank Bills, on demand 1/9
" Credit, 3 months' sight 2/8
ON NEW YORK, Bank Bills, on demand 3/8
" Credit, 30 days' sight 3/8
ON BOMBAY, Telegraphic Transfer 1/7
On demand 1/7
ON SHANGHAI, Telegraphic Transfer 1/7
Private, 30 days' sight nom.
ON YOKOHAMA, T. T. 3/4 2% prem.
Bank Bills, on demand 512.70
Gold Leaf too much, per ton 65.20
Bar Silver 22 3/16

SHIPPING REPORTS

Capt. Tidd, of the str. *Laisang* from Singa-pore, reports—Moderate to fresh winds with rough sea to port.

Capt. Hodgius, of the str. *Hatching* from Foochow, etc., reports—Moderate NE. winds and sea, fine and clear weather. Vessels at Amoy: *Hong Moh*, *Chengche*, *Wenchow*, *Yuenlong*, *Toonan*, and H. M. S. *Blenheim*. At Swatow: *Chungsing*, *Winggang*, *Hip-sing*, *Paoting*, *Se-annan*, and *Hoihow*.

VESSELS IN PORT.

Steamers.

ADELINE RICKMERS, German steamer, Heinrichsen, 20th Oct.—Munich 25th Oct., Coal—Arnhem, Kberg & Co.
BENLOMONT, British steamer, 1,751, Hutton, 25th Nov.—Singapore 17th Nov., General—Gib, Liv-n ston Co.
BENVENUITE, British steamer, 1,467, A. Webster, 22nd Nov.—Vojii 17th Nov., Coal—Gib, Livington & Co.
BIVODO, Norwegian steamer, 772, Th. Carlsen, 17th Nov.—Canton 17th Nov., Ballast—Sander, Wiefer & Co.
CLINTUS, British steamer, 1,588, McDonald, 1st Nov.—Legal (Java) 21st Oct., Sugar—Butterfield & Swire
COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 21st Nov.—San Francisco 22nd Oct., Iboholulu 29th, Yokohama 10th Nov., Kobe 12th, Nagasaki 13th, and Manila 19th, Malib and General—O. & O. S. S. Co.
EMMA LUVKEN, German steamer, 1,110, H. Martens, 23rd Nov.—Saigon 19th Nov., Rice—E. A. Trading Co.
EMPEROR OF JAPAN, British steamer, 5,924, H. Pybus, R.N.R., 23rd Nov.—Vancouver 2nd Nov., and Shanghai 2nd, Mails and General—C. P. R. Co.
GLENOGLE, British steamer, 2,397, G. E. Warner, R.N.R., 23rd Nov.—Taco via Port; Shanghai 20th Nov., General—Doddell & Co., Ltd.
HEM, Norwegian steamer, 757, A. Erikson, 22nd Nov.—Swatow 21st Nov., Ballast—Melchers & Co.
IVO MARU, Japanese steamer, 6,319, C. H. Butler, 22nd Nov.—Seattle and Paris 21st Sept., Flout, General—Nippon Yusen Kaisha.
KASUGA MARU, Japanese steamer, 2,368, II. Fraser, 25th Nov.—Nagasaki 21st Nov., General—Nippon Yusen Kaisha.
KENNEDIE, British steamer, 3,301, G. R. Wallace, 23rd Nov.—Amoy 22nd Nov., General—Standard Oil Co.
KUTSANG, British steamer, 1,495, M. Crockett, 17th Nov.—Java 6th Nov., Sugar—*Porte*, British steamer, 1,592, T. Turne, 16th Nov.—Munich 10th Nov., Coal—Kusakabe & Co.
LOOSOK, German steamer, 1,021, W. Möller-mann, 21st Nov.—Bangkok 14th Nov., Rice—Butterfield & Swire.
MACHEW, German steamer, 996, H. Hayes, 24th Nov.—Touran 22nd Nov., Rice—Melchers & Co.
MAIDZURO MARU, Japanese steamer, 667, T. Saitow, 22nd Nov.—Anping via Amoy Swatow 19th Nov., General—Mitsubishi Busan Krishia.
MARIE JESEN, German steamer, 711, H. Bendixen, 9th Nov.—Shanghai 5th Nov., General—Jebsen & Co.
NAIRUNG, British steamer, 2,861, W. H. Edge, 9th Nov.—Rangoon 26th Oct., Rice—Order
PERLA, British steamer, 1,287, J. McGinty, 22nd Nov.—Manila 19th Nov., Ballast—Shewan, Tires & Co.
PETCHABURI, German steamer, 1,375, G. Hillmann, 21st Nov.—Bangkok 13th Nov., Rice, Wood and Geeral—Butterfield & Swire.
TAICHO, Japanese steamer, 1,621, Paul Reimers, 24th Nov.—riton Island 19th Nov., Rice and Teak—Butterfield & Swire.
PROGRESS, German steamer, 687, F. Bomer, 23rd Nov.—Touran 20th Nov., General—Siemens & Co.
SAGA, Norwegian steamer, 669, E. Netwig, 24th Nov.—Bangkok 15th Nov., Rice—Carroll & Co.
SKULD, Norwegian steamer, 914, A. Berbon, 5th Nov.—Bangkok 28th Oct., Rice—Chinese.
TACOMA, American steamer, 1,689, A. Dixon, 6th Nov.—Taco 4th Oct., General—Doddell & Co., Ltd.
COCKELL, Edgar, 2,676, E. Beetham, 18th Nov.—Vancouver 21st Oct., General—C. P. R. Co.
TARTAR, British steamer, 2,767, E. Beetham, 18th Nov.—Vancouver 21st Oct., General—General—*Connaught*, Hotel, 27th instant, at 4 P.M.
TIROL, Austrian steamer, 1,746, Carl Baron Breslau, 25th Nov.—Shanghai 22nd Nov., General—Sander, Wieler & Co.
TSINTAU, German steamer, 1,022, O. Koch, 23rd Nov.—Bangkok 27th Nov., Rice—Butterfield & Swire.
VICTORIA, British steamer, 1,307, L. Casey, 15th Nov.—Shanghai 15th Nov., Ballast—Order

Sailing Vessels.

DAYLIGHT, British 4-masted barque, 3,600, James Read, 31st Oct.—Shanghai 20th Oct., General—Standard Oil Co.

GROSVENOR, British barque, 516, Bogn, 14th June—Mauritius 16th January, Sugar—Abdela & Co.

MANUEL LLAGUNO, American ship, 1,468, Nicholls, 31st July—Standard Oil Co.

VALE OF DOON, British barque, 660, J. Peter-sen, 25th Oct.—Rangoon 24th Sept., Timber—Sander, Wieler & Co.

YESTERDAY.

WEATHER REPORT.

On date at 10 A.M. On date at 4 P.M.
Barometer 30.24 30.14
Temperature 71 71
Humidity 56 67
Rainfall.....

VISITORS AT THE KOWLOON HOTEL.

Buck, Stanley Nobbs, A. D.
Black, Mrs. Stanley Penrhyn, Mrs.
Crockett, Capt. Price, F. H.
Crockett, Mrs. Robnett, Master
Crockett, Miss Robert, Mr. J. D.
Max, Prof. & Mrs. Key, Dr.

Loges, Mr.
Mangelsdorff, E.
Redfern, Mrs. J. R. and
2 children
Reid, Mr. A.
Sebes, Mr.
Symington, J. R.
Stapelfeld, M.
Strickland, L. M., Maj.
and 2 children
and Mrs.

W. and Mrs.

Gentlemen's
Outfitting
Department
Now Open.

28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**
General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.

28, Queen's Road
Opposite
Hongkong Hotel.

FASHIONS FOR 1902-03

MAY NOW BE SEEN IN OUR

DRESSMAKING DEPARTMENT.

EVENING GOWNS. BALL AND WEDDING DRESSES. WALKING AND AFTERNOON

COSTUMES IN THE LATEST

FRENCH, ENGLISH, AND AMERICAN STYLES.

SEASON'S STOCK OF RICH APPLIQUE TRIMMINGS, LACES, SILKS, SATINS,
PEAU DU SOIE, CREPE DE CHENE, CHIFFONS, GAUZES, ETC.

MAGNIFICENT FUR COATS AND CAPES.

FULL WINTER STOCK OF LADIES' JACKETS NOW ON VIEW.

HIGH CLASS GENTLEMEN'S OUTFITTING DEPARTMENT

at 28, Queen's Road Central.